1. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND AGGREGATE SURFACE COURSE FOR DIRT DRIVES. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. REQUIRED DRIVEWAY EASEMENTS NOT SHOWN ON THE PLANS SHALL BE ACQUIRED. DRIVES SHALL BE CONSTRUCTED USING:

   ASPHALT - ASPH CONC 12.5mm SUPERPAVE (165 LF/SY) GRADED AGGREGATE BASE, 6"

   CONCRETE - RESIDENTIAL - DRIVEWAY CONCRETE, 6" THICK

2. DRIVES SHALL BE PAVED TO THE R/W LINE OR TIE-IN POINT, WHICHEVER IS FURTHUR.

3. A NOI IS REQUIRED FOR THIS PROJECT.

4. SEVERAL RESIDENCES ARE LOCATED VERY CLOSE TO THE CONSTRUCTION LIMITS OF THIS PROJECT. VIBRATIONS FROM CONSTRUCTION MAY CAUSE SOME CONCERN WITH PROPERTY OWNERS. WE RECOMMEND THAT THE PROJECT ENGINEER CONTACT THE GEOTECHNICAL ENGINEERING BUREAU PRIOR TO CONSTRUCTION TO EVALUATE THE NEED FOR CRACK SURVEYS AND VIBRATION MONITORING.

5. SALVAGE OF EXISTING BRIDGE MATERIAL - ALL EXISTING STEEL BEAMS ARE TO BE SALVAGED FOR USE BY COWETA COUNTY. NOTIFY COWETA COUNTY PUBLIC WORKS DIRECTOR, BILL CAWTHORNE, AT (770) 252-0794 TWO WEEKS PRIOR TO REMOVAL FOR PICK UP COORDINATION WITH COWETA COUNTY.

   THERE IS NO SUITABLE PLACE TO BURY THE EXISTING BRIDGE / CONSTRUCTION DEBRIS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF THE EXISTING BRIDGE / CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING AND FURNISHING HIS OWN BORROW / WASTE PITS FOR THIS PROJECT AT NO ADDITIONAL COST TO THE DEPARTMENT. FURTHERMORE, THE CONTRACTOR WILL NOTIFY THE DISTRICT MATERIALS ENGINEER A MINIMUM OF 6 WEEKS PRIOR TO ANY LAND DISTURBING ACTIVITIES ON THE BORROW / WASTE PIT SITE TO ALLOW AMPLE TIME FOR A MATERIALS INVESTIGATION AND AN ENVIRONMENTAL EVALUATION.

7. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPOVED PRIOR TO CONSTRUCTION ACTIVITIES. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN A ENGINEERED FILL.

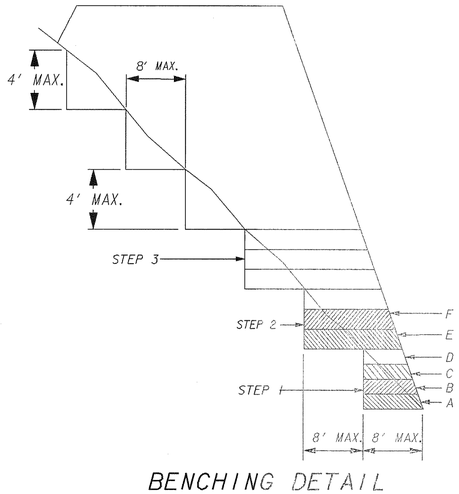
8. THE CONTRACTOR SHALL NOTIFY WAYNE KENNEDY, COUNTY ENGINEER, 706-683-2300, TWO WEEKS PRIOR TO CLOSING LOWER FAYETTEVILLE ROAD IN ORDER TO ALLOW TIME FOR THE COUNTY TO NOTIFY THE SCHOOL BOARD.

GEORGIA 811 Utilities Protection Center, Inc

Know what's below. Call before you dig.

NO SUE INVESTIGATION

UTILITY OWNERS	SERVICE
1. AT&T	TELEPHONE / TELECOMMUNICATIONS
2. COWETA-FAYETTE EMC	ELECTRIC
3. CHARTER COMMUNICATIONS	CABLE
4. COWETA COUNTY WATER	WATER
5. NEWNAN UTILITIES	WATER & ELECTRIC
6. NULINK	CABLE



BENCHING DETAIL

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER. THE FOUNDATION MUST BE BENCHED WHILE THE EMBANKMENT IS BEING MADE. (SEE DIAGRAM AT LEFT.)

2. THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP IS TO (1) CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT ¾ THE WIDTH OF THE TYPICAL D-8 BULDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER "E" IS PLACED. THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.

3. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW OR GRADING COMPLETE IN CONSTRUCTION OF THE EBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.

Revised 9/29/08 NO SCALE

PIPE CULVERT MATERIAL ALTERNATES
FOR PIEDMONT/BLUE RIDGE REGION

TYPE OF PIPE INSTALLATION				CONCRETE	CORRUGATED STEEL AASHTO M-36		CORRUGATED ALUMINUM AASHTO M-196	PLASTIC		
					ALUMINUM COATED (TYPE 2) CORR. STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR. POLY-ETHYLENE AASHTO M-252	CORR. POLY-ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE "S"	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304
STORM DRAIN	LONGITUDINAL INTERSTATE AND TRAVEL BEARING			X						
	LONGITUDINAL NON-INTERSTATE AND NON-TRAVEL BEARING			X	X		X		X	X
	CROSS DRAIN	GRADE ≤ 10%	ADT < 250	X	X		X		X	X
			250 < ADT < 1500	X	X		X			
			ADT > 1500	X						
		GRADE > 10%	ADT < 250		X		X		X	X
			ADT > 250				X			
SIDE DRAIN				X	X		X		X	X
PERMANENT SLOPE DRAIN					X	X	X		X	X
PERFORATED UNDERDRAIN					X	X	X	X	X	

NOTE:

1. ALLOWABLE MATERIALS ARE INDICATED BY AN "X".
2. STRUCTURAL REQUIREMENTS OF STORM DRAIN PIPE WILL BE IN ACCORDANCE WITH GEORGIA STANDARD 1030-D OR 1030-P, WHICHEVER IS APPLICABLE, AND THE STANDARD SPECIFICATIONS.
3. THE CONTRACTOR SHALL PROVIDE ADDITIONAL STORM SEWER CAPACITY CALCULATIONS IF A PIPE MATERIAL OTHER THAN CONCRETE IS SELECTED.

3/1/2007 GPLN 331770GN01.dgn Ireland GN-1453

GEORGIA DEPARTMENT OF TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
GENERAL NOTES

DRAWING No. 4-001